

WASHINGTON, D. C., SUNDAY, JULY 18, 1920.

Historic Memories Mingle With the Beauties of Nature on Road to St. Marys City

ORIOLE MECCA ENTICES TRIP

Leonard Calvert Founded
Colony at St. Marys
City in 1634.

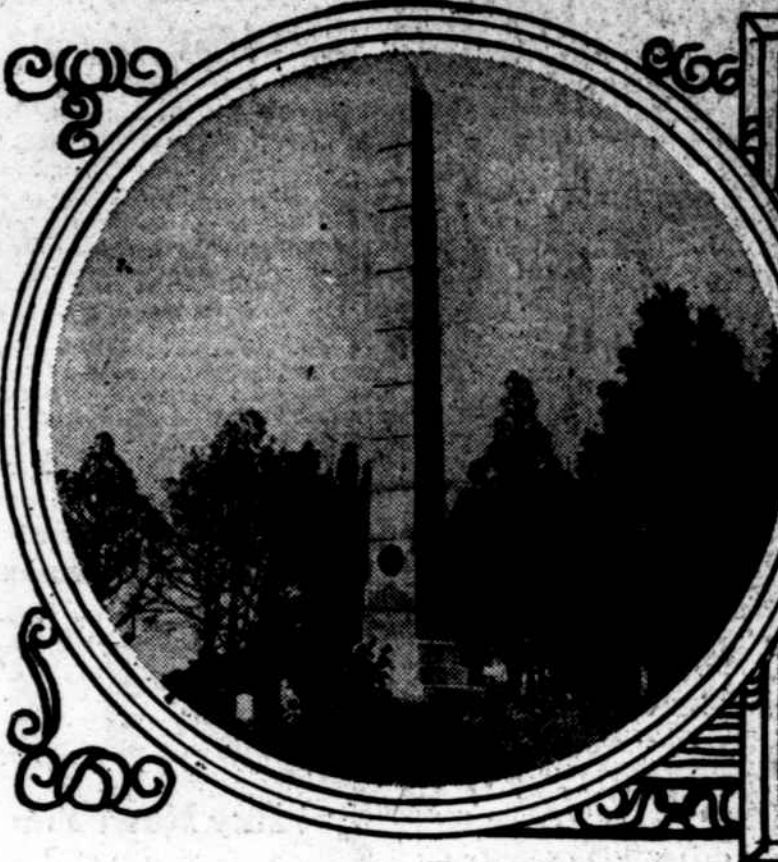
GIRLS' SEMINARY THERE

Memorial to State Is at First
Capital and Set-
tlement.

Tourists who traverse the inviting roads and resorts of Southern Maryland will, at some time, find themselves within short distance of St. Marys City, the mecca of every loyal son and daughter of Maryland. This revered spot, which was the ancient capital and birthplace of Maryland, was the objective of The Herald's tenth pathfinding trip made last Tuesday in the celebrated Monroe motor car, which came into renewed fame Memorial Day when Gaston Chevrolet drove a special Monroe to victory in the International Sweepstakes. Chevrolet averaged 88.16 miles an hour over the 500-mile course.

St. Marys City, incidentally, which is on the route to Leonardtown, Rock Point and Benedict, all excellent fishing points, is within thirteen miles of Point Lookout, Md., which town projects into Chesapeake Bay and is the tip end of the peninsula formed

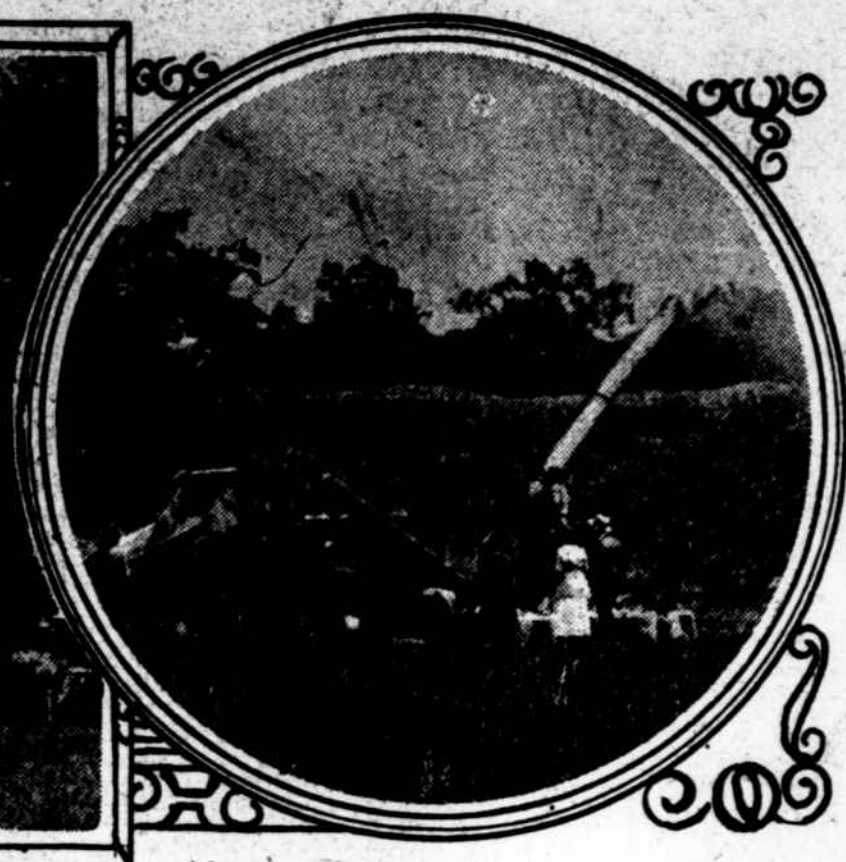
A close-up view of a modest monument to Leonard Calvert, which was erected next to the St. Marys Seminary by the State in 1890. Calvert was Maryland's first settler and first Governor.



An excellent view of the historic St. Marys Female Seminary at St. Marys City, Md., which was founded in 1844 in commemoration of the birth of the State of Maryland in 1634. Every year each county in Maryland sends a girl to the seminary, prepaying all tuition charges.



The cameraman's eye is attracted by the activities of one of the many wheat-threshing gangs at work along the road to St. Marys City. In this particular instance the chaff has almost succeeded in covering a couple of nearby trees.



MONROE RACES TOWARD SOUTH

Car That Recently Won In-
ternational Sweepstakes
Excites Wonder.

COVERS MILES EASILY

Perfect Riding Overcomes
Discomforts of Speeding
To Passengers.

Lookout from St. Marys City. One is Dunbars Lodge, six miles from St. Marys, and the other Curry, eight miles from St. Marys.

Cars Run Perfectly.

It is on the return trip that the party fully appreciates the perfected Monroe, a product which has been improved each of the six years the William Small Company, of Indianapolis, has been building the Monroe. Mr. Hefft hit 40 and 45 miles an hour most of the way back, and the beauty of it all was that no one in the party was impressed with the fact that he was driving at more than 30 miles an hour. Another feature of the Monroe which seemed to please the scores who interestedly examined it is the thermosiphon cooling system with which it is equipped. When Leonardtown was reached on the return trip, all hands repaired to the basement of the Hotel St. Marys, where they were refreshed with ice cream sodas, which were sufficient until Washington was reached, something over one hour later, where dinners awaited the members of the party.

Service for Allen Owners.

The Holbrook Motor Company has opened a service station at 1342 Q street northwest, where expert factory mechanics are on hand to give service to owners of the Allen car. All work is under the able supervision of John E. Baker, sales manager for the local office.

by the Potomac and Patuxent rivers. Leonardtown is on the direct road to St. Marys City and Point Lookout, while if Rock Point is the objective the straightaway road should be taken at Waldorf, instead of the left road, and if Benedict is the goal, a left-hand road should be taken at Hughesville. The distance to Benedict from Hughesville is seven miles.

Perfect July Day.
Favored by a jewel of a July day, the party assembled at the display rooms of the Black Motor Company, 1234 Fourteenth street northwest,

early in the morning, anxious to get an early start in order that a couple of hours could be spent in exploring the historical sites at St. Marys City. Ernest W. Black, president and treasurer of the company, and Samuel A. Hefft, who is to pilot the party on the tour, are already on hand fitting up the distinctive-appearing Monroe which is to take the trip with a pair of attractive pennants bearing the name of the car. Mr. Hefft is pleased to find that the trip to St. Marys City is scheduled, as he is familiar with the territory which must be traveled, having been raised in Southern Maryland.

Desiring to find out how many miles the Monroe will give to a gallon of gas, the tank is filled to the brim of its fifteen-gallon capacity. When the trip was completed it was found that seven gallons were used, and an average of twenty-two miles obtained from each gallon of gas.

Comfortably seated in the Monroe, Mr. Hefft touches the self-starter and with a series of healthy chugs the car passes down Fourteenth street, out Pennsylvania avenue to Eighth street southeast, down Eighth to the Navy Yard gate when the left turn is made on M street. Then the Anacostia bridge is passed and the left turn soon made from the trolley on to Good Hope road.

When the speedometer registers 6.8 miles the tourist should bear left at the point where a sign post proclaims it is fifty-one miles to Leonardtown.

Road Is Shady.
In this vicinity, Mr. Hefft entertains the party by pointing out his boyhood haunts, including the "ole swimming hole" and his family's homestead.

Despite the fact that the sun is showering its sharpest rays upon the party, the road is so thickly hedged with trees which tend to make a natural ceiling that the intense heat is not noticed. The quiet, consistent speed of the Monroe, also helps to keep attention from the humidity, and it is now clear to the members of the party why the Monroe had such an easy time in winning the big Indianapolis race.

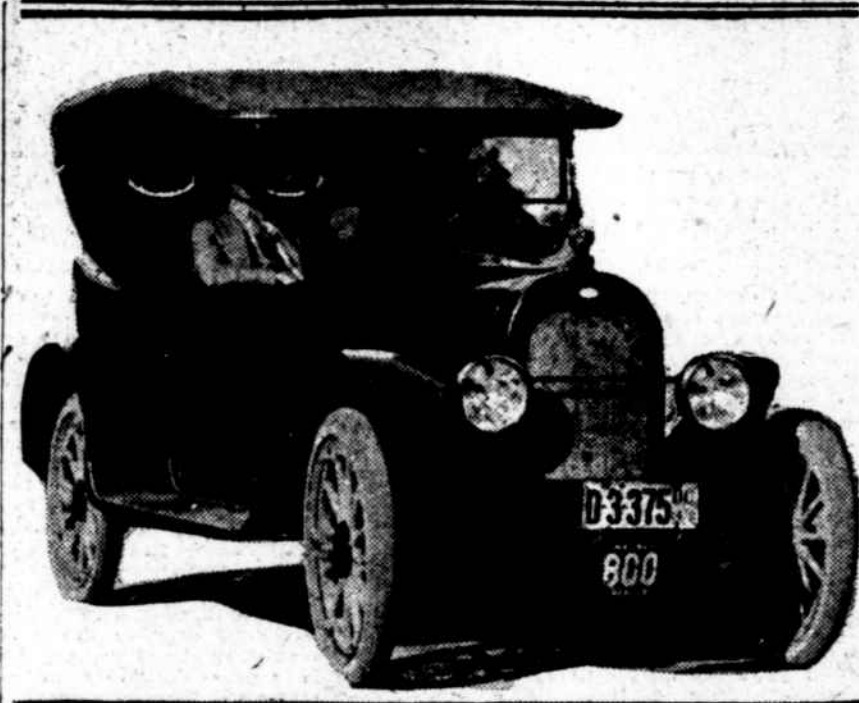
Time and time again along the road, Mr. Hefft is compelled to come to a halt to permit natives of this region to examine the Monroe. They all marvel when they learned at what an economical figure Monroes are being sold, as from the appearance of the car, one would estimate the cost price at about \$600 more than it really is.

With the speedometer registering 22.1 miles, Jack Stowell, the cameraman, calls a halt for his first picture. On the left of the road is seen a gang busy threshing wheat and the entire party journeyed over to watch this absorbing scene while the pictures were snapped.

Chicken a la Maryland.

Four miles farther along the road Waldorf is reached, where the motorist is instructed to turn to the left if he desires to go to Leonardtown, Benedict, St. Marys City or Point Lookout. A signpost advises that the distance to Leonardtown is thirty-two miles from Waldorf.

One mile on the left from Waldorf comes Bryantown and next, at 36.8 miles the party reached Hughesville, where gas, oil and repairs can be obtained if needed. It is at Hughesville that the road to Benedict is taken, a distance of seven miles. Charlotte Hall and Mechanicsville



Samuel A. Hefft, of the Black Motor Car Company, 1234 Fourteenth street northwest, is shown at the wheel of the celebrated Monroe Car which speeded The Herald party to the extreme end of Southern Maryland. It was the Monroe, with Chevrolet at the wheel, that won the Indianapolis Sweepstakes Memorial Day.

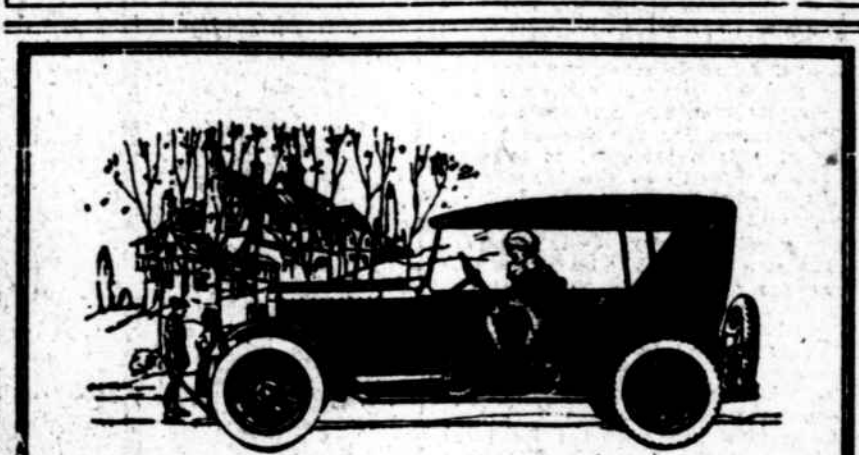
are the next two cities of importance which are encountered. Charlotte Hall, at 40.8 miles, is well known for its military academy for young boys and the latter, at 43.7, marks the end of the railroad.

A trifle short of six miles from Mechanicsville the motorist should watch out for a sharp left turn. After this turn is made, Morgansia is reached, where a right turn should be made and then immediately a left

turn around the store. Then, after Loveville is passed, it is only six miles to Leonardtown and the Hotel St. Marys, where unbeatable fried chicken and shore dinners are served. When the Hotel St. Marys is reached the speedometer points at 54.4 miles. Within a few moments the party find themselves in the cool reception room of the hotel where dinner orders are placed and a number of postal cards purchased.

MOTORISTS, HERE IS AUTHENTIC CONDUIT ROAD RULING

RULING OF THE ATTORNEY GENERAL, JULY 3, 1907.
"Congress has the right of exclusive jurisdiction over the entire length of conduit road and its entire road bed is owned in fee by the United States. Said conduit road is therefore subject to control only of the officers designated by the President in accordance with act of 1859."
The State of Maryland, therefore, has no jurisdiction over any part of it or property adjacent thereto owned and marked by boundary stones or signs placed by the United States government.
District of Columbia license plates only are necessary so long as automobiles are kept within the limits of the government property.
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Riggs Bldg., Washington, D. C.



THERE are many who will prefer the new Scripps-Booth Six-Cylinder Touring Car for all-year driving. The full-lined top is of genuine Fantasote, acknowledged as one of the finest, top materials made.

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Mechanically the new Scripps-Booth has numerous refinements. The Alcomite High Pressure Lubricating System simply yet positively greases all necessary points. Easy riding has been assured by longer wheelbase and springs. Throughout there have been added those improvements which make not only for service but also for reliability.

Scripps-Booth Sales Co., Inc.,
1214 Connecticut Ave.
Franklin 5831.

While awaiting dinner, the party secures permission from the genial proprietor to visit the kitchen and have a word with the busy cook who has the reputation of being the best in Southern Maryland.

"Ain't No City."

After dinner the trip to St. Marys City is continued. At 64.8 miles, the motorist comes to a right road, which leads to Piney Point, a distance of nine miles. When Park Hall is reached, the motorist should bear right with the poles and at 73.7 the placid water of the St. Marys River comes into view.

When one first arrives at St. Marys City his impression is, in the vernacular of the day, that "there ain't no city." However, what St. Marys City lacks in population and bustle it makes up in its historical interest, which is second to no other portion of the State.

St. Marys Female Seminary is perhaps, the principal historical site. It was on the porch of the seminary that the party was entertained by Mrs. Lucy V. Maddox, principal of the seminary, who kindly told the pathfinders enough historical facts to fill a good sized pamphlet.

This institution was founded by the State of Maryland in 1844, in commemoration of the birth of Maryland in 1634. St. Marys City is the spot where Leonard Calvert and his Cavaliers first landed, and was for many years the capital of the colony.

Beautifully Situated.

All true and patriotic Marylanders, it is said, revere their ancient capital and the birthplace of their State. The place is of interest also to the people of the whole world, as the principle of full religious freedom was first put into practice here, whence it spread to the borders of civilized humanity.

St. Marys City is located in one of the most beautiful regions of the State. From the porch of the stately old Colonial mansion there is a commanding view of the St. Marys River to the north and south, a delightful panorama of changing sky and water, wooded hills and curving shore lines.

Immediately across from the seminary is the residence of the Rev. Clarence Whitmore, pastor of the historic Trinity Church, which stands near the seminary. The Trinity Church is trimmed with portions of the mulberry tree which sheltered Leonard Calvert when he made peace with the Yaocomo Indians, a peace which ranks second only to that of William Penn.

Another point of interest is the

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ONCE upon a time a millionaire desired to purchase a new car. He was a real millionaire, one of those with "gobs" of cash. In the past he had several different makes of cars. He had had cars with special bodies on them and cars with special engines in them. This time he figured he would see whether the policy which had made him a millionaire could not be applied to cars just as successfully as it had been to other things. That policy was to always get everything of the finest quality but never to spend more than was absolutely necessary. After looking over a great many different cars, he decided on a certain one and bought it. It was moderate-priced, but what looks, what a motor, what all around quality in every detail! It wasn't very long before this millionaire discovered that the old rule still held good and that he had made a wise move, for the car gave him all the advantages that he had obtained from cars costing far more and the added pleasure of knowing that he was economizing.

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